North America Emission Control Area Fuel Oil Non-Availability Report
ECA0100
1 2 3
##
##(Include Double Pound for comments, not form fields)
##Report Form ID Ship Operator Name Vessel Name

BBC Chartering Carriers MV Maple Lea

Germany 9358034 12/29/2014 Charleston Charleston



Name of Last Port before ECA Entry Name of Port with Fuel Oil Supply Disruption

Altamira Mexico

Charleston, S.C.



United Fuel Suppliers 3 12/28/2014

14		15	5	16
Time of Entry in the ECA	Sulfur Content of Non-Compliant Fuel (Oil	Projected Hours on Main Propulsion	on

1800 MGO <0,5% sulphur

Name of First POC Compliance Fuel Oil Available at First POC? Plan to Bunker Compliant Fuel Oil at First POC?

Gibaltar YES Yes

20	21	1 2	22
Number of fuel suppliers contacted at First POC	Name of Second POC	Compliant Fuel Oil at Second POC	?

1 Marina di Carrera no



24

Plan to Bunker Compliance Fuel Oil at Second POC? Number of Fuel Suppliers Contacted at the Second POC?

no

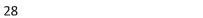
0

Date of Exit from ECA? Time of Exit from ECA? Has this vessel operated in the ECA in previous 12 months?

est 2-2-2015

Est 20:00hrs

yes



Number of Separate Visits to the ECA Number of Ports visited in the ECA Previously submitted ECA0100 forms?

31		32	33
Number of Submitted Reports	Designated Corporate Official Name	e Designated Corporate Official E-mai	I

wade.hampton@bbc-chartering.com

34 35

Designated Corporate Official Phone Number Description of Actions to Achieve Compliance

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##Contrary to the original voyage planning, the vessel was planned to
> leave the North American ECA on 30th December 2014, MV "Maple
Lea"
> will remain in the ECA beyond 01.01.15 for a short time.
> Considering the short notice and the unexpected change of plans,
until
> this moment we were not able to arrange additional bunker of low
> sulphur MGO for power generation alongside and for the
subsequent
> departure from Charleston bound for Europe.
> Therefore, we would like to ask you to grant us an exemption for:
>
> a. the current port stay in Charleston (using MGO <0,5% sulphur
> for power generation)
> b. subsequent single voyage from Charleston using low sulphur HFO
> (below 1% sulphur content) on the shortest way out of the ECA area
> Both a.m. fuel grades are compliant with the MARPOL VI ECA
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regulations > until 31.12.14.